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FOCUS ON SAFETY

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Crusade for Safety
NAFA Safety Survey Results

For more than 30 years, the voice of fleet managers across the United States and Canada.

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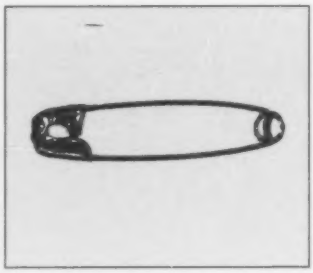

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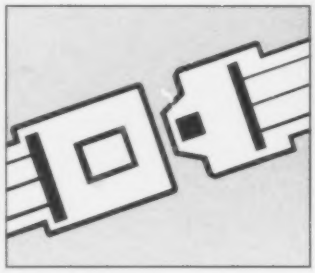

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A NAFA STUDY

Safety Belt Use Policies and Driver Safety Awareness Training of United States Fleets

Fleet safety practices are now being reviewed by the Occupational Safety and Health Administration (OSHA), thanks to an extensive survey conducted by NAFA. The U.S. agency will find data which demonstrates:

- An overwhelming number of responding fleets (78.2%) already require drivers to wear safety belts while operating vehicles on official business.
- The great majority of responding fleets (70.1%) do not provide mandatory driver safety awareness training for all individuals who drive regularly on official business.
- And much more.

At the request of OSHA representatives, a survey was conducted by NAFA to determine the frequency of certain safety-related practices of fleets operating in the United States. Questions focused on policies which require drivers to wear safety belts while operating vehicles on official business and on policies regarding any employer-provided driver safety awareness training. The questions were directed to obtaining information specifically requested by OSHA representatives during testimony of NAFA representatives at an administrative hearing in Washington, D.C. on January 14, 1991.

On January 22, 1991, NAFA mailed a one-page questionnaire to 1,583 Members who manage vehicle fleets in the U.S. By February 28, 1991, NAFA received responses from 766 fleets (a 48.4% response rate). The responding fleets included a total of 918,376 vehicles.

Here, the results of this exclusive study, and the report which has been submitted to OSHA.

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A NAFA STUDY *continued from page 11*

Safety Belt Use Policies

1. Some 78.2% of responding fleets already direct drivers on official business to wear safety belts.

More than three-fourths of responding fleets already require all drivers on official business to wear safety belts. Reporting such policies were 599 fleets (78.2%), with only 167 fleets (21.8%) without such policies today.

The percentage of fleets mandating safety belt use generally increases with the number of vehicles operated. The percentages of fleets reporting mandatory safety belt use are:

1-99 vehicles	67.6%
100-499	72.0
500-999	80.4
1000-1999	88.9
2000+	87.5

2. Only 33.6% of responding fleets which mandate driver safety belt use have an employer-imposed penalty for violation of the policy.

About one-third of the employers who require safety belt use impose a penalty on drivers who fail to obey the policy. Of the 599 fleets which have a mandatory belt use policy, 201 (33.6%) impose a penalty; 378 (63.1%) do not; and 20 (3.3%) did not reply.

Generally, the percentage of fleets imposing a penalty increases with the number of vehicles operated.

1-99 vehicles	26.1%
100-499	27.7
500-999	37.8
1000-1999	35.6
2000+	41.7

Quite a few respondents noted that they do not impose a penalty for non-use because (1) non-use if very difficult to discover in scattered fleet operations and (2) safety belt use is required by law in most jurisdictions.

Driver Training Programs

1. Only 30.5% of responding fleets require employer-provided driver safety awareness training for all employees who drive regularly on official business.

Fewer than a third of responding fleets provide driver safety awareness education for "all employees who regularly drive on official business." Only 229 of 750 fleets responding to this question (30.5%) provide such instruction, while 521 (69.5%) do not.

The percentages of fleets providing such instruction, by fleet size, are:

1-99 vehicles	18.2%
100-499	21.9
500-999	36.3
1000-1999	44.6
2000+	38.0

Some respondents commented that their employers do provide driver safety awareness training for some employees. These comments sometimes indicated that training was provided for drivers covered by the commercial drivers license regulations, but was not provided for sales, service or executive personnel. Because this survey was designed to determine if fleets are already providing driver safety awareness training to all routine drivers as contemplated by the OSHA proposal, this tabulation was based upon a fleet providing training for all routine drivers.

2. Only 4% of the fleets which have no driver safety awareness program terminated a previous program.

An overwhelming percentage of fleets which do not offer driver safety training have never provided such training. Of the 521 fleets which do not have such programs, only 21 (4.0%) had such programs in the past.

Because so few fleets eliminated driver safety programs, there is no tabulation by fleet size.

3. In-house instructors are the most popular method of providing training.

A total of 229 fleets reported the nature of instructors for their employer-provided driver safety awareness training. Because some employers utilize more than one type of instructor, multiple responses were occasionally given. Instruction was presented by:

In-house employees:	180 (78.6%)
Outside vendors:	65 (28.3%)
Videotape:	36 (15.7%)

Of *all* responding fleets, including those which do not provide such instruction, in-house instructors are used in 23.5%, outside vendors are used by 8.5%, and videotapes are used by 6.5%.

4. The most popular time period for providing driver safety training is

within the first 90 days of employment.

A total of 229 fleets described the timing of their instruction for drivers. Because some employers provide training at different times for different categories of drivers, multiple answers were occasionally given. Instruction was provided:

Before employment begins:
82 (35.8%)
Within 90 days:
122 (53.3%)
Occasionally, with other meetings:
50 (21.8%)

Of all responding fleets, including those which do not provide instruction, training is completed before employment by 10.7%, within 90 days by 15.9%, and on occasion and in conjunction with other meetings by 6.5%.

5. The most popular duration of training is four or more hours.

The 229 fleets which provided information on employer-provided driver safety awareness training indicated that such instruction generally lasts:

One hour or less	24 (10.5%)
Between 1-4 hours	59 (25.8%)
4 hours	40 (17.5%)
Longer than 4 hours	126 (55.0%)

Because training may be of different duration for different categories of drivers, multiple answers were given on occasion.

Many of the respondents who cited training lasting more than four hours indicated that this category included Commercial Driver License education, seminars of the National Safety Council, and instruction by companies which include behind-the-wheel sessions.

6. Driver safety awareness instruction usually includes vehicle familiarization, use of safety equipment, effects of alcohol and drugs, and safe driving practices.

Of the 229 fleets which reported employer-provided training, the following subjects were included:

Vehicle familiarization
177 (77.3%)
Use of safety belts
219 (95.6%)
Effects of alcohol, drugs
202 (88.2%)
Safe driving practices
229 (100%)

Impact on OSHA Proposal

1. Some 21.8% of responding fleets would have to change their current policy if OSHA were to require employers to mandate driver safety belt use while on official business.

A total of 599 respondents (78.2%) reported they already require drivers to wear safety belts while on official business.

2. Some 70.1% of fleets would have to change their current policy, if OSHA were to require any driver safety training for all employees who drive on official business.

Only 229 (29.9%) of the 766 responding fleets reported driver safety training already in place for employees who regularly drive on official business. It is very likely that, if OSHA were to require training for employees who drive only occasionally, a much larger percentage of fleets would be compelled to change their current policy.

3. Some 89.3% of fleets would have to change their current policy if OSHA were to require driver safety training before employment.

Only 82 (10.7%) of 766 fleets responded that they provide instruction prior to employment.

4. Some 73.4% of fleets would have to change their current policy if OSHA were to require driver safety training within the first 90 days of employment.

Only 122 fleets provide training within the first 90 days. If this 122 is added to the 82 fleets which provide pre-employment training, only 204 (26.6%) of the 766 fleets already meet this standard.

5. Some 78.3% of fleets would have to change their current policy if OSHA were to require driver safety training of four hours or more.

Only 40 fleets reported that existing programs last four hours, and only 126 reported programs lasting more than four hours. These 166 fleets are only 21.7% of all responding fleets. Actually, even more fleets could face changes because multiple answers were given for time periods; some fleets provide training of different duration for different classifications of employees.